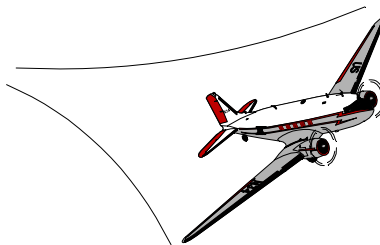


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation

**Federal Aviation
Administration**

No. CE-00-38
October 17, 2000

We post SAIBs on the internet at "av-info.faa.gov"

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) provides safety information to you, an owner or operator, of PZL-BIELSKO Model SZD-50-3 sailplanes on the following:

- **CRACKS DETECTED ON THE FUSELAGE FRONT BULKHEAD**

Background

The FAA has received a copy of a Mandatory Bulletin (MB), BE-048/SZD-50-3/2000 (see attachment), that requires the inspection of the specific locations on the model SZD-50-3 "PUCHACZ". The Polish General Inspectorate of Civil Aviation issued an airworthiness directive for this service difficulty issue. The FAA is currently assessing the need to issue a corresponding U.S. airworthiness directive on the model SZD-50-3 sailplanes. In the interim, the FAA is using this SAIB to inform U.S. owners of this model sailplane of this service difficulty reported by the manufacturer. If an airworthiness directive is determined to be appropriate, we will issue a Notice of Proposed Rulemaking.

NOTE: We retyped our copy of the Mandatory Bulletin BE-048/SZD-50-3/2000 due to the printed copy's poor quality.

Recommendation

The FAA recommends that you conduct an inspection of the fuselage front bulkhead in accordance with the attached MB. If you detect any cracks in the specified areas, please provide the manufacturer with the information requested in paragraph 4 of the MB. Please also advise the FAA engineer list below with the details.

For Further Information Contact

Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Kansas City Missouri, 64106; telephone (816) 329-4144; facsimile (816) 329-4090.

ATTACHMENT



PRZEDSIĘBIORSTWO DOSWIADCZALNO-PRODUKCYJNE SZYBOWNICTWA

PZL-BIELSKO in bankruptcy

ul. Cieszyńska 325

43-300 Bielsko-Biała

POLSKA

Tel. +48 (033) 812 50 21

fax. +48 (033) 812 37 39

Orzeczenie GZLC IKCSP Nr 023

ACCEPTED BY
Syndic of „PZL-Bielsko”

on: May 30, 2000

[—]
Andrzej Sjkora, M.Sc.

APPROVED BY
Chief Inspector of CAIB

on: June 6, 2000

[—]
Zygmunt Mazan, M.Sc. Eng.

MANDATORY BULLETIN **No BE-048/SZD-50-3/2000 „PUCHACZ”**

DESIGNATION-TYPE/MODEL: SZD-50-3 „PUCHACZ”

SERIA / NUMBER: All gliders of SZD-50-3 „PUCHACZ” type

CONCERNS: Inspection of fuselage front bracket console

COMPLIANCE TIME: On receiving this Bulletin.

ELABORATED BY:
Responsible for type design

Bogumił Bereś, M.Sc. Eng


[—], 29.05.2000
(signature date)

AGREED WITH:
CAIB Division No X
Senior Eng. of CAIB
Jerzy Medrzak, M.Sc. Eng

[—], 29.05.2000
(signature date)

Bielsko-Biała

Translated by


Tadeusz Dab

1. GROUNDS FOR ISSUANCE OF THIS BULLETIN

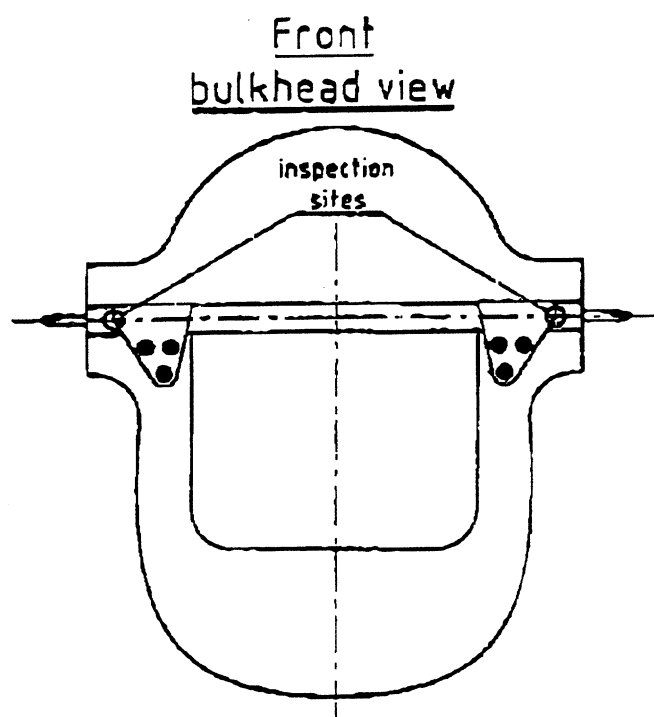
Bulletin Issued due to first information on cracks detected in the front bracket console, mounted on front bulkhead fuselage.

2. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN

All gliders of SZD-50-3 „PUCHACZ" type.

3. INSPECTION PROCEDURE

Inspection to be held at sites indicated in the following sketch, both on front and back side of fuselage front bulkhead.



1. Preparatory action at sites specified in a sketch.
 - Wash-out paint from the surface, and de-grease the latter with acetone.
 - Remove impurity from console surface with wire brush.
 - Pre-check the specified sites with aid of magnifying glass of 5x magnification at least.
2. In case of doubts, employ the non-destructive magnetic-flourescent, penetrant-flourescent or penetrant-colour method accepted by Airworthiness Authority.

PDPS "PZL-BIELSKO"	MANDATORY BULLETIN No BE-048/SZD-50-3/2000 "PUCHACZ"	Page: 3 of: 3
<p><u>4. FINAL CONCLUSION</u></p> <p>In cases of finding on a console cracks above 3 mm, this plane should be withdrawn from operation, and producer is to be supplied by fax (No +48 33 812 37 39) with the following information:</p> <ul style="list-style-type: none"> - glider Factory No. - year of production - total flying time - total amount of hour flown in aerobatics - location and size of detected crack. <p>After collecting the necessary information, a Bulletin will be issued - one specifying the repair procedure.</p> <p><u>5. ENCLOSURES</u></p> <p>There are no enclosure to this Bulletin.</p> <p style="text-align: center;">- THE END -</p>		